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LUDWIG  
A LIGHT PILSENER BEER  
OF EXCELLENT QUALITY.  
PER CASE OF 6 DOZEN BOTTLES  
\$16.00  
Sole Agents,  
H. PRICE & CO.

# Hongkong Daily Press.

ESTABLISHED 1857.

GRAND PRIX PARIS 190  
The Highest Possible Award.  
**JOSEPH  
GILLOTT'S  
PENS.**  
Of highest Quality, and having  
Greatest Durability are there-  
fore CHEAPEST.  
The Only Aware Chicago, 1883  
[a282]

No. 14,718 號八十七百四千四萬一第 日初月五年五十三緒光 HONGKONG, SATURDAY, 10th, 1905. / 六拜禮 號十月六年五零百九千一英曆香 PRICE, \$3 PER MONTH.

**WATSON'S  
HOUSEHOLD  
AMMONIA**  
For the Bath, Toilet, Nursery and Household.

Promotes a healthy action of the skin,  
counteracts all effects of perspiration, and is as  
refreshing and invigorating to the system as a  
Turkish Bath.

**A. S. WATSON & CO.,  
LIMITED.**  
THE HONGKONG DISPENSARY.  
[a1342]

**CUTLER, PALMER  
& CO.'S**

**"SPECIAL BLEND" WHISKY**  
A Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies.  
\$10.50 Per Case.

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SIEMSEN & CO., Hongkong. [a65]

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**

\$4.50 per Cask 375 lbs. net ex Factory.  
\$2.70 per bag 250 lbs. net ex Factory.  
**SHEWAN, TOMES & CO.,**  
General Managers,  
Hongkong, 1st March, 1905. [a1412]

NOTICE:

**GEO. FENWICK & CO., LD.**

**ENGINEERS AND MECHANICS.**

THIS Old Established Firm especially  
Caters for Ship and Engine Repairing.  
The Works may be reached in 10 minutes from  
Blake Pier by Electric Tram.  
Launches will call alongside vessels in the  
harbour flying the Call Flag B.  
Telephone 142.  
Hongkong, 2nd January, 1905.

**PERFECTION IN CHEESE.**

**EVSSENS CRUSTLESS DUTCH** in  
small tins.  
DUTCH CREAM CHEESE in 1 kilo tins.  
Of all Dealers.  
Hongkong, 27th May, 1905. [a391]

**THE AMERICAN SYSTEM**

**DENTISTRY**

**DR. M. H. CHAUN.**  
37, DES VŒUX ROAD CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904. [a1]

**VICTORIA HOTEL.**

SHAMEN-CANTON.

On the British Concession.

**MACAO HOTEL.**  
MACAO, CHINA.

In the Centre of the Praya Grand.

Both Hotels under experienced European  
Management.

Every Comfort and Convenience for Residents  
and Tourists.

**WM. FAIRMER,  
Proprietor.**

**"BOA VISTA"**

**HOTEL-SANITARIUM OF SOUTH  
CHINA**  
MACAO

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.  
One steamer (s.s. *Heungshan*), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.

Cable Address—"BOAVISTA".  
For Terms, apply  
[a241] **THE MANAGER.**

**THE  
LAHMEYER ELECTRICAL CO., LD.**  
LONDON

**ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.  
W. LAHMEYER & CO., FRANKFURT A/M.**

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to  
**SIEMSEN & CO., SOLE AGENTS FOR CHINA.** [a54]

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GOOD WORK.

PROMPT

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UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS

**LONG, HING & CO.,**

PHOTO GOODS STORE,

17, QUEEN'S ROAD CENTRAL.

Premises formerly occupied by Mr. F. BLONCK, Silk Lace Manufacturer.

NEXT DOOR to our Former Address.

Hongkong, 15th August, 1904. [a38]

**DR. MORSE'S INDIAN ROOT PILLS**

CURE INDIGESTION AND ALL STOMACH AND  
BOWEL TROUBLES.

SHERBILLS FORD, N. C.  
July 3, 1903.

W. H. COMSTOCK CO.

Gentlemen: I have used Dr. MORSE'S INDIAN ROOT PILLS for a case of dyspepsia  
and indigestion of long standing, and about three-fourths of a box completely cured the trouble,  
after several other popular remedies failed. I consider them worth their weight in gold.  
Very truly,  
D. E. WILSON.

**WATKINS, LIMITED**  
CHEMISTS AND DRUGGISTS,  
AND  
AERATED WATER MANUFACTURERS.  
(Crown Brand)  
APOTHECARIES HALL, HONGKONG. [a38]

**CALDBECK, MACGREGOR & CO.,**



**WINE AND SPIRIT  
MERCHANTS.**

15, QUEEN'S ROAD.

ESTABLISHED 1864.

Telephone No 75.  
Hongkong, 7th June, 1905. [a37]

**CUTLER, PALMER & CO.**

WINE & SPIRIT MERCHANT

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

	1 or Case.
BRANDY * * * *	\$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER	12.50
" C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
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" LA TORRE	16.00
" BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

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23 and 25, QUEEN'S ROAD.

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**MTSUI BUSSAN KAISHA  
MITSUI & CO.**

HEAD OFFICE—1, SURUGA-CHO, TOKYO.  
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HONGKONG BRANCH—PAINCE'S BUILDINGS, ICE HOUSE STREET

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New York, San Francisco, Hamburg, Bombay, Singapore, Soerabaya, Manila, Amoy, Shanghai,  
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LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JUNE 10TH, 1905.

So long ago as January 24th, we ventured to suggest that a decisive victory of the Japanese navy would be followed by "a considerable reduction" of the British China Squadron. The important announcement made in a neighbouring column shows that we were justified in that prediction. All battleships are being withdrawn, and (with the exception of H.M.S. *Glory*) are proceeding to England forthwith. The departure of the *Glory* is merely postponed a little. No one in Hongkong is in a position to give us the precise reason for this startling proceeding; but we entertain certain opinions which we have some confidence in expressing. There have been drastic changes in the British Admiralty, which now, thanks to the initiative of Admiral Sir John Fisher, has a definite and carefully studied policy, which arranges itself to make use of every counter in the game, and bids for all-round excellence unmarred by any even minor points of weakness. The principle animating the whole is that of maintaining an effective war basis at all times, no matter how peaceful the international arena may appear. The removal of such a powerful squadron from Far Eastern waters will make some British readers entertain uneasy doubts, and cause them to ask some anxious questions. One question that will certainly be asked will concern itself with the fate of Wei-hai-wei. Is it possible that Great Britain contemplates the evacuation of that port, now that its vis-a-vis, Port Arthur, is in the hands of Britain's ally? A place once occupied, the Englishman does not like the thought of leaving it; and we must admit, that while there have been no definite

official assurances on the point, there has been a popular conviction that some arrangement would be made whereby Great Britain would continue to occupy the northern port. Yet it may well be that this conviction was too lightly acquired. After all, Othello's occupation is now gone; the *raison d'être* of Wei-hai-wei went when the Russians evacuated Liao-tung; and the terms of the British lease are now notorious, that it was only for so long as Port Arthur was Russian. Port Arthur, as a fortress belonging to the Ally of Great Britain, no longer threatens; and it is equally apparent, the supreme naval power in Far Eastern waters being also vested in Japan, Great Britain finds less need for the continued presence of the China Squadron. Certainly, while there is nothing out of which we are entitled to make a "scare," European prospects are considerably less peaceful than those of the Orient just now. There is a feeling that the English navy should be "ready, aye ready," and that while "aye" means "always," there is no time like the present. The naval opinion obviously is that concentration is the secret of strength; and this latest recorded movement spells concentration in British waters. War came suddenly in the last example, and there would have been no time had England occupied Russia's place, to concentrate her scattered navy in the storm centre. The addition of these homogeneous battleships from the China Squadron must prove a wonderful stiffener to the Channel Fleet. That Great Britain takes this early opportunity of demonstrating its trust and confidence in the Anglo-Japanese Alliance is a step of the widest political significance.

Four plague fatalities recorded yesterday make the total 131.

A Japan contemporary says there is something pathetic now in this paragraph from a Hongkong exchange: "It is believed that the Russians have established a new naval base north of Vladivostok." Name, please?

At the instance of L. S. Wills of the Water Police, the master of the s.s. *Kongmoo* was charged before Mr. G. N. Orme at the Police Court yesterday with carrying an excess number of 27 passengers above the licensed number. A fine of \$20 was inflicted.

One of the small East Point Street Arabs was caught by the Police in the act of marauding off with \$5-worth of clothing from a house in Ship Street on Thursday. Charged before Mr. F. A. Hazeland at the Police Court yesterday he was ordered to be detained in custody for 48 hours, and to receive twelve strokes of the birch.

Captain Brown of the s.s. *Ten* which arrived from Manila yesterday, reported that on the 13th inst. he sighted a Russian vessel with two funnels and three masts, steaming slowly in a S.W. direction. He signalled her that there were three Russian cruisers at Manila. She replied—"Thank you."

A Chinese girl from Queen's Road East was so distraught at the departure of her lover from Hongkong that she took to eating opium. When she died, the body was taken to the Mortuary, the Police being under the impression that she died of opium poisoning; but the post-mortem examination revealed the fact that bacvic plague was the cause of death.

The programme of music to be performed by the band of the 129th Baluchis on the New Parade Ground on Monday, 12th June, from 5 to 6.30 p.m., is thus published:—

Overture—"The Barber of Seville" Rossini  
Gavotte—"Intermezzo" L. Hall  
Eclatant Solo—"Nocturne" L. Schumann  
Selection—"Requiescat in Pace" F. Schubert  
Valse—"Moreska" F. Schubert  
F. Schubert  
F. Schubert  
F. Schubert

By kind permission of Colonel W. G. B. Western, C.B. and Officers, the Band of the Second Battalion "The Queen's Own" (Royal West Kent Regiment), will play the following Programme of Music during dinner, at the Hongkong Hotel, on Saturday next, 10th June, 1905. Programme:—

March—"Stars and Stripes" Sousa  
Overture to "L. Hall"  
Selection of "Tosti's Songs" Arr. by Foucher  
Valse—"Etincelles" Waldteufel  
(a) Minuet and Trio "Blumen-Flüster" Blon  
(b) Idyll "The Mikado" Sullivan  
Grand March from "Tannhäuser" Wagner  
Menuet—"Hors d'Œuvre-Caviar" in Eggs  
Soup—"Clear Windsor" Fish-Baked Salmon à la Mornay  
Entrées—Lamb Cutlets à la Italienne  
Steved Rabbit à la Française, Roasted Bacon and Oyster  
Query—Sautéed joints, à la—Roast Australian Beef, Roast Turkey and Broad Sauce  
Roast York Ham and Champagne Sauce, Cold Plate de foie Gras en Aspic and Plain Salad  
Sweets—Marmalade and Vermicelli Pudding  
Nesselrode Ice Cream and Finger Cakes, Peach Tart, Tropic Cake, Dessert—offres—Fruits.

### GREAT BRITAIN TRUSTS TOGO.

CHINA SQUADRON WITHDRAWN.  
The Reuter message published in another column, announcing the recall of the two leading British warships at Colombo, has more significance than meets the eye.

We feel fully justified in announcing that this is only part of a bigger movement.

All British battleships, with the one exception of H.M.S. *Glory*, are being immediately withdrawn from the China Station.

We understand further that the *Glory* will depart within the current month.  
The subject is dealt with in our editorial article.

## TELEGRAM.

["DAILY PRESS" SERVICE.]

### ANOTHER SUBMARINE DISASTER.

EIGHTEEN BRITONS LOST.

\*LONDON, 8th June.

An explosion on the British submarine "AS" at Plymouth completely wrecked the craft, and caused the death of fourteen of her crew.

The correct facts are that the submarine sank at Devonport, and members of the crew were rescued.

The explosion occurred after its launch, and caused eighteen deaths.

(\*Delivered 9th June.)

### THE NEW SPEAKER.

LONDON, 8th June.

11.10 p.m.

The Rt. Hon. James William Fowler, Conservative M.P. for Lichfield, Cumberland, and Chairman of Committees, succeeds the Rt. Hon. William Court Gully as Speaker of the House of Commons.

\*We announced, exclusively, Mr. Gully's retirement on June 1st, and stated at the time that Mr. Fowler's appointment was "very probable." A Conservative Government was bound to elect him; it is more than probable that a Liberal Government would have done so. He is a man born to preside over meetings where human excitement and passion strive to be controlled. Calm, alert, strong, and strictly impartial, he is admitted on both sides of the house to be an ideal selection.

Mr. Gully, who is a Gladstonian-Liberal, and relinquishing the chair on account of illness, will be asked to accept a peerage at his earliest opportunity.

It may be of some interest to recall a sad incident that accompanied the last election of the present Speaker to Parliament. He had fought a hard fight with a strong Radical candidate, Dr. Douglas J.P., locally known as "the Blue Doctor," and in a Lark country town called Keswick, was met at the station by a crowd of supporters who unloosed his carriage and dragged him along in triumph. Going down a gradient with a sharp turn, the crowd ran over a man, who was killed. The widow has ever since been a pensioner of Mr. Fowler's.

["REUTERS' SERVICE."]

### ALLIANCE CONTINUED ON TERMS.

RUSSIA MUST TAKE ADVICE.

LONDON, 7th June.

Reuter's correspondent in Paris wires that M. Rouvier will conduct foreign affairs till pending questions are settled. The change will not affect the entente with Great Britain. M. Rouvier will also uphold the Russian alliance, but will probably insist on Russia guaranteeing, for the future, not to take any action to jeopardise its utility, and to show herself amenable to her ally's advice.

### THE RESIGNATION OF M. DELCASSÉ.

LONDON, 7th June.

The French papers say that the resignation of M. Delcassé attests to the gravity of the Moroccan imbroglio. It is believed that M. Rouvier's first endeavour will be to find a compromise acceptable to Germany.

### NO LONGER NEEDED.

CHINA SHIPS RE-CALLED.

LONDON, 7th June.

H.M. ships *Cerberus* and *Gallathea*, bound for China, have been recalled at Colombo.

### NORWAY'S SECESSION.

LONDON, 7th May.

The Norwegian Parliament has passed unanimously a resolution severing Norway's connection with Sweden, and declaring that King Oscar has ceased to be King of Norway. The resolution confers on the present Ministry powers of Government appertaining to those of the King.

## THE WAR.

["DAILY PRESS" SERVICE.]

### PEACE TERMS NOTIFIED.

AMERICAN PRESIDENT THINKS THEY WILL BE ACCEPTED.

LONDON, 9th June.

Washington telegraphs that President Roosevelt has sent to the Czar Japan's terms for peace, which he thinks are likely to be acceptable.

## THE EVERLASTING SERVANT QUESTION.

Hongkong mistresses—and masters—while sympathizing with their Calcutta brethren, will smile pityingly at their latest prayer. The servant question there has become acute; the householders desired the registration of servants; the Government replied that it was not prepared to do anything; and now the suggestion is made that Chinese servants should be imported!

"Anybody would be warmly welcomed" (writes a correspondent to a Calcutta paper) "in place of the most objectionable, betel-chewing, cigarette-smoking, impertinent, Mahomedan youths, arrack-imbibing Dosses, evil-smelling Uryas, or ex-convicts that now prey upon the European population in Calcutta."

But they must not import from Hongkong if they hope for improvement. Here anybody would be warmly welcomed in place of the most objectionable, garlic-scented, cigarette smoking, impudent, lazy, dishonest Chinese "boys" that now prey upon the European population in Hongkong.

The *Madras Mail*, referring to the Indian Government's announcement that nothing will be done, says:—"This is not encouraging, especially when we bear in mind the fact that this question has been agitating the minds and ruffling the tempers of a thousand or more masters and mistresses. To them, the 'long, long Indian day' would appear to be indefinitely prolonged by the constant difficulties which they experience with their servants, who, if they are not in open revolt, know so well how to administer 'pin pricks.' The old time 'boy' has died and left sons who have scorned to follow in their fathers' and forefathers' footsteps; the schoolmaster is abroad in the land; the opportunities of 'improving' the 'shining hour' are much more numerous than they were; the badge of servitude is discarded in favour of more up-to-date, but not necessarily more honourable, insignia, and in the not very distant future it may be that there will be all masters and no servants! In Ceylon they have a system of official registration of servants, and it is the request to have a similar system introduced into Calcutta, that has just been declined by the Bengal Government."

### BRITISH SHIPPING HARD HIT.

GERMAN MOVE AT MARSHALL ISLANDS. Readers will remember the "Daily Press" telegram announcing Lord Lansdowne's protest to Germany over the shipping trouble at the Marshall Group. It seems that it has had some effect, for the *Local Anzeiger* reports that the dispute between Australia and Germany over the Marshall Islands shipping question has been settled. It states that a fresh agreement has been concluded between the German Government and the Jaluit Co., which commences from April 1st, 1906. The Government withdraws its subsidy from the company for administration, and reduces the Customs tariff.

The German Colonial Office is reticent on the subject, alleging that the negotiations with Great Britain have not been definitely concluded, though there is little doubt that a satisfactory settlement has been reached.

The original announcement (by the *Times*) was that after April 1st, 1906, the German Colonial authorities would administer the Marshall Islands and collect all taxes and Customs. The *Times* feared that the North German Lloyd's new South Sea steam service was likely to outweigh any advantages according to Australian shipping by a direct Government administration. The Germans considered that the new arrangement would completely paralyse the Australian shipping trade in the South Seas. It seems to have been admitted that, however unpleasant to Britons who "think Imperially," this German enterprise was legal as well as smart.

### "TAKE AMMUNITION WITH YOU."

To-morrow (Sunday) the members of the Eight-Half of No. 1 Company H. V. C. are engaged in the second shoot for Captain Macdonald's cup at the Tai-hang Range. They begin at ten sharp, and have to carry their own ammunition.

### HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The Members of this Association will have the use of the King's Park Range, Kowloon, (500 yards) from two to six o'clock to-day (Saturday).

There will be a pool competition, and Members may shoot for the Governor's Cup for June.

### AN INNOCENT FORGER.

Some amusement was caused in the Supreme Court yesterday morning over a summary case before Mr. A. E. Wise, Paines Judge. An Indian money lender claimed \$80 from a Chinaman, who declared that the money was not his account, but he had signed for a friend who could not write. Sure enough, the promissory note showed this, and was consequently a worthless document. The Indian, however, could not understand it.

### LATEST STEAMER MOVEMENTS.

The M.M. str. *Oceanic*, with the next French mail, will leave Saigon to-day at 11 a.m. for this port.

The I.G.M. str. *Preussan*, which left here on the 10th May, arrived at Genoa on Thursday, the 8th inst. at 8 p.m.

The str. *Salsima* sailed from New York on the 5th inst.

The str. *Albana*, from New York, left Manila for this port yesterday morning, and will be expected here to-morrow.

The O.S.S. & C.M. str. *Foxton Hall* left Singapore on Thursday evening, and is due here on the 16th inst.

## SUPREME COURT.

Friday, 9th June.

IN ORIGINAL JURISDICTION.

BEFORE MR. F. T. PIGOTT (CHIEF JUSTICE).

DODWELL AND CO. v. E. J. MOSS.

In this action Mr. H. E. Pollock, K.C., instructed by Mr. Bailey, of Messrs. Johnson, Stokes and Master, appeared for the plaintiffs. The defendant was neither present nor represented.

Mr. Pollock set out the facts from the statement. The claim was for \$54,631.49. The defendant was a merchant lately carrying on business at Shorncliffe, Garden Road, Hongkong. For some years prior to June 5th, 1891, he was a partner with G. B. Dodwell and F. E. Richards in the firm of Dodwell, Carhill and Co., carrying on business at Foochow, Colombo and London, the head office being at Foochow. On June 5th Mr. Richards retired from the Company and Messrs. Moss and Dodwell carried on the business until 31st December, 1901. By an agreement entered into between the plaintiffs and Messrs. Moss and Dodwell it was agreed that the business of the firm of Dodwell, Carhill and Company should be liquidated by the plaintiffs up to 31st December, 1901, and that from and after that date the plaintiffs would carry on business on their own account. It was also agreed that the plaintiffs would be accountable to Messrs. Moss and Dodwell in respect to any profits which accrued from the liquidation and that Messrs. Moss and Dodwell should be liable for any loss arising out of the liquidation. The liquidation resulted in a heavy loss, and the sum of \$54,631.49 is due and owing by the defendant to the plaintiff as his share thereof from the balance sheet made up by the plaintiffs and signed by the defendant as the plaintiffs' manager at Foochow. The plaintiffs also claim interest at eight per cent per annum from the date of the writ until judgment.

Mr. G. H. Medhurst, director and manager of the Hongkong office of Messrs. Dodwell & Co., in the witness box said that the agreement referred to in the statement of claim was drawn up and signed by both parties. Witness also received a balance sheet from the defendant (as manager of Messrs. Dodwell & Co., Ltd. at Foochow) in which a debit balance was shown against E. J. Moss for \$54,631.49.

After another witness gave corroborative evidence His Lordship gave judgment for the plaintiffs with costs.

Mr. Pollock, quoting the *Daily Press* "Chronicle and Directory" made an application under an Order in Council applying to H. B. M. subjects in China and Japan (9th March, 1895). He said that the Supreme Court of Hongkong had no authority to effect execution in Foochow, but a request could be made under the seal of the Court.

His Lordship acquiesced.

### PROPOSED NEW WATERBOAT.

ON HONGKONG.

WHY THE STEAM WATERBOAT SHARES DEPRECIATED.

For some time on the Hongkong Rialto there have been mysterious rumours which suggested that "Steam Waterboats" were better to sell than to buy.

The shares of the old company, which recently bought out the only serious competition there was, have dropped from \$21 to \$17, notwithstanding that an interim dividend of five per cent. has just been paid, and that the prospects were never better. When the Japanese ships begin to visit the port again, the business will experience a beneficial fillip.

The secret of the mysterious rumours is the formation of a Chinese syndicate, which hopes to compete successfully with the old company.

The promoter is Mr. L. F. Cooke (a Chinaman with a foreign name) who has been a well-known comprador for some years, and is a government contractor. He informs us that the syndicate is to be registered as a limited liability company. His constant observation of the harbour convinces him that there is ample room for a new company, to supply water expeditiously to shipping. A start is expected to be made next month.

Two boats are already built, and four are under construction, at Chinese shipyards near Cheungshawan. They are modelled something like an English yacht, for speed, but carry junk sails.

Pumping machinery is on its way from America. It is specified to lift from thirty to forty tons an hour. Each boat will carry three separate tanks of fifty tons capacity, or about 150 tons per boat.

There is to be a European in charge of each boat. If the business succeeds, these boats may be replaced by boats driven by means of oil fuel. An American firm is offering to supply such boats.

Present arrangements are for a supply of pure water from Victoria Main, near Blue Buildings; but as soon as the Laichikok Reservoir is reconstructed, the company hope to get their supply thence. The Government is understood to be increasing the number of mains at that reservoir.

### SHIPPING OFFICE PROMOTION.

On July 1st the C.P.R. Company will establish its own Agency at Shanghai, the office being situated between the British Post Office and H. B. M. Consulate.

Mr. A. Ross Owen, formerly in the Company's service at Hongkong and Yokohama, is appointed Agent, in charge of the Company's business at Shanghai from that date.

Messrs. Jardine, Matheson and Company, who have so long and satisfactorily represented the Company in North China, will continue, as formerly, to act as Agents at the other China Coast and Yangtse Ports.

## CORPORATION.

THE PEAK TRAMWAYS CO. LD.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—The controversy which has arisen over the proposed conversion of the High Level Tramways Company into the Peak Tramways Company, whereby the old Company is to be wound up—"voluntarily" as it is called—and a new Company brought into being, has aroused the greatest interest. In their letter dated the 7th inst., Messrs. John D. Humphreys and Son endeavoured to refute the arguments of Mr. D. E. Brown as presented in a previous letter and in his speech at the meeting last week. They have accused him of distorting the facts and submitting arguments based on an imperfect knowledge of the actual conditions, and proceed to question the accuracy of his statement that the only hope of revenue return for the next three years will be that earned by the present Company. The explanation given by the general managers is of such a nature that it might be characterised as no explanation at all. Messrs. Humphreys assume that a dividend of 6 per cent. will be obtained on a capital of \$75,000—that is to say, there will be interest received on that sum to the amount of \$45,000, and, so far as I can understand, it will be distributed as follows, viz. \$22,500, being 90 cents per share on 25,000 \$10 shares, fully paid up, in the old Company; and \$22,500, being 45 cents per share on 50,000 new shares on which \$5 is paid up and \$5 remains to be called. Where do the general managers get this \$45,000 from? That is an exceedingly important question. If the general managers count on the old Company to bring in that sum, then the old Company when it comes to a distribution of their profits among the shareholders could have given them \$36 per share on the old shares (or \$1.80 per share on the new shares of the amalgamated concern). But, wisely enough, they have been giving \$15 per share on the old shares or \$18,750, and strengthening the assets by carrying forward the balance of \$26,250. Now, is it fair and just that the general managers should take all the profits of the old Company and propose to divide them *en bloc* on the money called up on the old and new shares alike? Is that a fair and reasonable reply to Mr. Brown's argument that the old shareholders are being done out of their rights? I submit it is not. Why should a shareholder of the Hongkong High Level Tramways, who does not believe in the roscate prospects of the new scheme, be called upon to sacrifice nearly two-thirds of his rightful returns in order that new shareholders, who had nothing to do with the existing tramway, may benefit? With regard to the statement that the general managers and the majority at the meeting hold two-thirds of the shares of the Company, there is a very simple answer to that. The interests of the general managers is not alone confined to the dividends the company pays, but they have the much greater interest in reckoning the commission they will receive when the Companies are amalgamated. So that their interests are not to be considered as on the same plane as those of the shareholders who look to the dividends alone. The larger the capital the greater the commission received by the general managers. But, also, the same principle does not apply where the share holders are concerned. It comes to this—it is proposed to distribute 6 per cent., which is the total return anticipated by the new Company, among the shareholders. But for years the shareholders of the old Company have been content to take 15 per cent. instead of the \$36 per share to which they were entitled if they had not followed the wise plan of building up a reserve. Who benefits by the sacrifice? Not the shareholders of the old Company, if the new scheme is carried out. No; it will be the new shareholders who will earn dividends on an undertaking with which they had nothing to do. And where will the reserve fund go? Probably to build up the dividends required until the new tramway is constructed and paying its way. I think that the scheme is altogether wrong. It is unfair to the shareholders of the old Company. It is inequitable and unjust; it is robbing Peter that Paul's greed may be satisfied, and I hope that we have not yet heard the end of it all.—I am, etc.,

FAIRPLAY

Hongkong, 9th June.

### "AS PLAIN AS A PIKESTAFF."

TO THE EDITOR OF THE "DAILY PRESS"

SIR,—Your footnote to the first letter of the series relating to the Peak Tram shows me that you, in common with many others, need enlightenment. With your permission, I will here put the case "in a nutshell."

Let us, like the lawyer men, "admit" certain facts. Present Tram Company earns \$45,000 annually. Its shareholders are satisfied with \$15,000, and put \$30,000 away to fight the new line when it starts. It cannot start for three years. Result, a fighting fund of \$90,000. Then the new line starts. We cut our fares down to one-third. We still pay \$15,000 to shareholders, but lay nothing aside. Can the opposition pay a dividend on four times the capital, with a fare two-thirds reduced? It cannot. What then? In two or three years, it comes offering to sell, begging us to buy, at our terms. Isn't that plain? Yours,

INTERESTED.

\*We have received another letter from Mr. D. E. Brown; but as it was delivered at a late hour, and has already appeared in contemporary, we do not propose to publish it.



## PEAK CHURCH.

## ANNUAL MEETING.

The annual meeting of the Peak Church was held at St. Paul's College at 5 p.m. yesterday. There were present the Bishop of Victoria, presiding, Rev. F. T. Johnson, Rev. C. H. Hickling, Messrs. J. Barton and E. A. Caldwell. The Rev. F. T. Johnson's report and the accounts as under were adopted, and the following Committee was re-elected for the ensuing year:—Bishop of Victoria, Chairman of St. John's Cathedral, Rev. C. H. Hickling, Messrs. G. A. Caldwell and H. W. Slade. The Trustees are Messrs. H. E. Pollock, K.C., J. Barton and A. Turner.

The Committee have pleasure in presenting the following Report on the Peak Church during the year ended March 31st, 1905.

A Celebration of the Holy Communion was held every Sunday at 8 a.m. and this Service continues to be well attended by residents at the Peak.

During the winter months the arrangements made in previous years were again in force. Children's Services were held on the first and last Sundays of each month by the Rev. C. H. Hickling and the Rev. F. T. Johnson respectively, and on the remaining Sundays of each month a Sunday School under the superintendence of the Rev. F. T. Johnson was conducted by Mrs. Barnes-Lawrence and Mrs. Pritchard, with occasional help from Mrs. Southam and Mrs. Woodward.

The thanks of the Committee are due to these ladies for their assistance in the Sunday School, also to Miss Barnes-Lawrence for kindly playing the Harmonium at the Children's Services, and to the Clergy who have conducted Services in the Church during the year.

Permission was granted to Mr. T. W. Hornby to make vegetable beds on land belonging to the Peak Church at a nominal rent of \$1 per annum.

The Committee also wish to express their thanks for certain gifts made to the Church during the year, to Mr. and Mrs. Basil Taylor for a Baptismal Shell, to Mrs. Layton and others for Frontals, a Dossal, and a Carpet, also to Mr. G. A. Caldwell for kindly executing certain small repairs.

The offerings, which amount to \$448.31, are almost the same as last year and there remains a credit balance of \$751.80.

The Accounts, kindly audited by Mr. F. B. L. Bowley, are appended.

## F. T. JOHNSON

For the Committee.

ACCOUNTS.	
To wages	\$108.00
" Repairs	29.35
" Hospital Piano Co.	19.00
" Robinson Flano	14.00
" Printing and postage	25.25
" Rebinding books	30.80
" Camphor wood box	7.00
" Piano stool	1.50
" Crown rent	4.40
" Sundries	741.80
" Balance in bank	10.00
" Cash in hand	892.10
By balance	\$591.91
" Offerings at services	448.31
" Interest	10.88
" Rent from Mr. T. W. Hornby	1.00
	\$892.10

## A BODY "DUMPER" DETECTED.

A very odd Chinese boatman was placed before Mr. F. A. Hazeland at the Police Court yesterday afternoon on the charge of attempting to dump a plague body in the harbour at Yau-mat-ti on Thursday afternoon.

Inspector Macdonald informed His Worship that defendant was taken to the Yau-mat-ti Police Station by Sanitary Inspector Abley, who caught him pushing off from the shore in his boat with the body of a young man on board, which was afterwards found to be infected with plague.

Defendant was ordered to pay a fine of \$200, or be imprisoned with hard labour for four months.

## S. C. FARNHAM, BOYD &amp; CO., LD.

## PROPOSED REDUCTION OF CAPITAL.

Messrs. Benjamin, Kelly & Potts were yesterday advised by cable that the Annual Meeting of this Company has been fixed for the 23rd June, and that the Share Register will be closed on the 15th instant. They also understand that a proposal will be made by the Directors to reduce the Capital of the Company by returning to shareholders Twenty Taels per share.

## INDO-CHINA S. N. COY.

With reference to the paragraph published in our yesterday's issue we learn that at the request of local shareholders the following telegram was despatched on Thursday by the General Managers to the London Board of Directors:—"Hongkong shareholders dissatisfied distribution earnings. Urge bonus." The annual meeting of shareholders was to be held in London yesterday.

## A DREAM OF CHEAP CABLEGRAMS.

Here is a movement that deserves support from the Hongkong Chamber of Commerce.

The Ottawa Board of Trade, on the subject of the project for a system of Empire Cables, has received replies from Commercial Associations and individuals consulted in different parts of the world, which strengthen and confirm the view that there should be established a continuous chain of State-owned cables and telegraph lines, to link in the most efficient manner the mother country with Canada, New Zealand, Australia, India, South Africa and the West Indies. It is said that business men in all British Dominions are in favour of the scheme, as by and through this means of intercourse the cost of over-sea telegraph may be greatly reduced, British trade promoted and unity of sentiment effectively awakened and fostered.

## HONGKONG CEMENT BUSINESS.

Messrs. Wm. H. Anderson and Co., whose agents in Hongkong are Messrs. A. B. Moulder and Co., of Beaconsfield Arcade, were the successful bidders for the contract for supplying the Philippine Government with 20,000 barrels of cement. Their bid was \$1.92 gold, c.i.f. Manila, \$2 at Carregidor, and \$2.21 at Grande Island. The order, extending over a year, has been placed with the Green Island Cement Company of Hongkong (Messrs. Shewan, Tomes and Co.), and regular shipments will be sent to the Philippines by the China and Manila steamers *Rubi* and *Zafiro*. This 20,000 barrels of cement cannot be regarded as an exceptionally large order for the Green Island Cement Company, which with its Kowloon and Macao factories, has at present a total production of 400,000 casks a year, and this will be about doubled when the additional new installation of machinery is completed. This, however, will not be for about a year, but work in this direction has already been commenced. Green Island Cement at the present time is being used both for the construction of the Quarry Bay and Admiralty graving docks in this Colony, and is used for all descriptions of work such as dams for reservoirs, street tramways, harbour works, heavy fortifications, etc.

Mr. Anderson, it may be mentioned, the successful bidder, was formerly of the Pacific and Oriental Trading Company.

## THE CHINA LIGHT AND POWER CO., LIMITED.

Report for presentation to the shareholders at the fourth ordinary general meeting to be held at the Office of the General Managers, on Wednesday, 21st June, 1905, at 11 o'clock a.m. Annexed we have the pleasure to lay before shareholders a statement of accounts for the year ending 28th February, 1905.

The gross profit amounts to \$53,755.38, and the net profit including the amount brought forward from last year and after payment of interest and other charges amounts to \$28,896.12, which it is proposed to carry to the credit of next year's account.

The result is a great advance on the previous year's figures as regards both Kowloon and Canton but, as will be seen from the accounts, the Company is heavily handicapped by interest on loans and further capital is urgently required not only to wipe out the present indebtedness but also to enable the Company to obtain additional plant to meet the demand at Canton. The Dividend on the Guaranteed issue of Capital will be paid by the Guarantors, so no entry appears in the accounts under this heading.

CONSULTING COMMITTEE.—In accordance with the Articles of Association, The Hon. Sir Paul Chater, C.M.G., Dr. J. W. Noble and H. P. White, Esq., retire but offer themselves for re-election. The accounts have been audited by Messrs. W. H. Potts and A. O. D. Gourdin who are recommended for re-election.

SHEWAN TOMES & CO., General Managers.

Hongkong, 20th May, 1905.

Accounts are as follows:—

## PROFIT AND LOSS ACCOUNT.

Auditors' fees	200.00
Depreciation	771.96
Exchange	27,712.08
Interest	1,411.20
General charges	26,896.12
Balance	\$27,492.42
	\$27,492.42
Balance from last year	\$3,339.01
Balance of Kowloon working account	7,712.08
Balance of Kowloon working account	6,943.31
	\$27,492.42

## BALANCE-SHEET.

LIABILITIES.	
Capital 30,000 shares at \$10.00 each	300,000.00
Debentures	150,000.00
Sundry creditors	57,870.64
Company's bankers	68,015.37
Balance of profit and loss account	28,896.12
	\$642,782.06

## ASSETS.

Kowloon	\$2,770.18
Land	965.00
Since expended	39,735.18
Buildings and machinery	140,418.50
Since expended	1,314.81
Furniture	235.00
Since expended	22.00
Lines	25,073.58
Since expended	12,516.45
Materials, stores, fuel, &c. in stock	37,338.87
Canton	122,786.04
Buildings and machinery	27,761.43
Since expended	214,547.47
Furniture	338.68
Since expended	6.00
Lines	25,551.91
Since expended	30,376.23
Materials, stores, fuel, &c. in stock	73,128.14
Proportion of premia on current fire policies	41,228.68
Sundry debtors	61,094.57
Cash in hand	10,410.57
	\$642,782.06

## WERE THERE SUBMARINES AT TSUSHIMA?

"There were certainly nine (Japanese) submarines engaged, which did great execution." These words were contained in a special telegram from Shanghai.

A southern paper comments: "If it be true that submarines were used by Admiral Togo against his enemy with such deadly effect, then we have probably the beginning of a new era of naval construction and tactics all the world over."

In spite of Shanghai's certainty, we cannot yet believe. The Japanese official reports have said nothing of them, and a return giving the relative strength of all navies, and brought up to November last, shows no Japanese submarines built or building.

There have been reports from time to time that submarines had been shipped from America to Vladivostok, for the Russians, and the presumption may be that similar craft have also been supplied to Japan from the same source. But why has it never leaked out? Such a wonderful victory had to have a wonderful explanation, we suppose.

## GRAPHIC ACCOUNT OF THE TSUSHIMA BATTLE.

The *Asahi* publishes the following telegram account of the battle.

At 5.30 on Saturday morning a wireless graphic message reached the place of rendezvous of the Japanese Fleet, and the order "Be ready to leave" was at once signalled from the flagship. The whole fleet then slowly advanced in a north-easterly direction, but the wind freshening, and when Tsushima was sighted, torpedo-boats were unable to proceed. The fleet in the rough sea and they took shelter at a Tachibana point. When the third division was abreast of Takashiki, the advance Russians could be distinguished. Suddenly the third division joined the main force. The first and second divisions, with their destroyers, then altered their course to the westward, while the third and fourth divisions, with destroyers, bore to the east.

During these preparations, the flagship of the Russians he in sight to the south. It was then a quarter to two o'clock. The Russian squadron was steaming in a double line of tremendous length, the end of which could not be seen.

A deep boom told that the fight to which at least one side had been looking forward for long had commenced. The Russians had opened fire and their adversaries were not slow in responding. Gradually the firing increased in severity, and in the meantime the Japanese destroyer flotillas had taken their position on the starboard of the main force, slowly but surely pressing the enemy towards the east of Kyushu. Finding that they were being thus driven, the Russians quickly altered their course and turned to the eastward. No sooner had this move taken place than the *Mikasa* which up to that time had been leading, while the *Kurewa* now headed the squadron.

Both sides were firing incessantly, but it was apparent that the Japanese had the advantage, and it may be presumed that a mighty cheer went up when a Russian battleship of the "Borodino" type was seen to burst into flames. This, no doubt, disheartened the Russians, as it encouraged the Japanese, for shortly afterwards the former changed their course again, this time to the west. The Japanese followed, the second division concentrating their fire upon the vessel which was in flames. The first division steamed with all speed abreast of the enemy, pouring in a severe fire, while the second division veered round to the flank, thus almost completely surrounding the armada. There was a Russian escape on the part of the *Borodino*, who were compelled to fight, and were attacked from all directions. It was in the middle of the afternoon that this clever tactical move was performed, and the position of the two fleets remained about the same throughout the night.

Before daylight the order was given to sink the ship which was on fire. Ever ready, the fifth destroyer flotilla dashed out, signalling at the same time a message to the second division, which was concentrating its fire on the burning vessel, to the effect, "We will give the finishing stroke." As they approached a murderous fire was poured upon them, but they stuck gallantly to their task and made a series of successful attacks. During these attacks the enemy's fire only succeeded in doing damage to the destroyer *Shiratsuki* a shell striking the fore discharge tube while another damaged the fore part of the vessel. None of the other destroyers were hurt, but they succeeded in sinking the burning ship.

Meanwhile the Japanese were continuing to gain the upper hand. The Russians were evidently "out of order"—they showed unmistakable signs of confusion—and the approach of darkness and with it the increased determination of the Japanese made confusion worse confounded. It was impossible to tell in the din and the clouds of smoke exactly what damage had been done. The Japanese fifth destroyer flotilla had sent the *Borodino* to the bottom, and while the Japanese vessels were all still in fighting trim many of the Russians were undoubtedly *hors de combat*.

When the fighting was at its height the signal was received that a black object was observed among the Russian vessels; it had the appearance of possibly being a submarine; the flotilla was commanded to attack it. Out darted the "torpedoers" again. There was the black object, but it did not move. St. Alitely the little craft advanced and there was grim humour in the discovery that a submarine—only a Russian vessel bottom upwards, with twenty or thirty wretched men clinging to it, beseeching for mercy and rescue. Unhappily there was no time for rescuing as fighting was still in progress, and the men had to be left to their fate.

Firing was suspended at sunset, but torpedo attacks were made during the night. The flotilla forming into two sections, the enemy's searchlights prevented the success of the two initial attacks, but the third expedition was successful and a vessel supposed to be the *Orel* was put out of the fighting line, while other vessels were badly damaged as the result of the continued attacks throughout the night, the Russians never attempting to send out their destroyers under cover of the darkness.

At daybreak the Russians attempted to steer their course north-westward, but they were pressed hard ahead, treating their enemy very much as a cat would treat a mouse, being determined that not a single ship should escape from their clutches. Fighting was resumed at about 9 a.m., and firing was continued, on and off, throughout the day. The Russians were again heavily damaged and cheers between the firing indicated that another white flag had been hoisted or that one more Russian vessel was "finished."

## £2 A MINUTE.

Miss Vesta Tilley will go to New York next April to fulfil an extraordinary contract.

Two pounds for every minute she is singing is the fee she will receive at three of Mr. Percy Williams' theatres—the Colonial, the Orpheum, in Brooklyn, and the Alhambra, which is to be opened shortly in Harlem.

Twenty minutes to a turn is Miss Vesta Tilley's average, and at two turns a day a very simple calculation shows that her salary will be anything over £500 a week.

"Yes, it is quite true," said Miss Vesta Tilley to an *Express* representative at the Oxford on May 4th.

"I have just signed a contract for a six weeks' engagement, beginning on April 30 next, and the way works out at £2 a minute."

"The time to be allowed begins with my first song, and finishes with the last one, but I am not paid for any time I spend in bowing to the house after my last note is sung."

"Directly I walk on the stage three people—my husband, Mr. Williams' agent, and the stage manager—will keep time, stop-watches being used for the purpose."

## DOES HONGKONG NEED A BONDED WAREHOUSE?

Being an alleged "free port," Hongkong does not seem to need a Government Bonded Warehouse. Making analogy with what follows.

The *Far East Reviewer* says: A very important question was taken by the Straits Legislative Council on the 19th instant. A sum of \$230,130 was voted to cover the cost of the premises occupied by the Singapore Opium and Spirit factories which the Government intends taking over.

We hope that this appropriation of the funds of a Government-owned bonded warehouse for the purpose of erecting a new bonded warehouse for the storage of opium and spirits is a very important one. It is a question of the future of the bonded warehouse system in the Straits Settlements. It is a question of the future of the bonded warehouse system in the Straits Settlements. It is a question of the future of the bonded warehouse system in the Straits Settlements.

At present, opium is deposited in what are called "neutral godowns," belonging to private merchants. The Government has the right to enter these for inspection purposes at any time.

## CHINESE AND INFECTIOUS DISEASE.

What health officers are concerned is made apparent by the incident reported by the *Singapore Free Press*.

A few days ago (June 2nd) a Chinese medical officer, Mr. J. H. Lee, was called to a house in Singapore where a Cantonese lad, who had been in the hospital for some time, was lying. He diagnosed the case as one of small-pox and told the young man's father that he must be taken to the hospital. The father, however, refused to do so, and the medical officer, after a long and fruitless search, was forced to leave. The father, however, refused to do so, and the medical officer, after a long and fruitless search, was forced to leave.

## EXPLOSION AT A TOKYO ARSENAL.

MANY KILLED AND INJURED.

The following messages appeared in the *Jun Chronicle*—Tokyo, May 29.

A terrible explosion, caused by the ignition of a fuse, occurred at the Keishikawa Arsenal this morning. Fifteen persons are reported to have been killed, and over sixty wounded.

It is now ascertained that as a result of the explosion about 35 persons have been killed, while 34 are seriously injured, and 50 others have sustained slight injuries.

## CHINESE USURERS.

An official report on Tawee district, British North Borneo, finds that it is distressing to see so many natives sued for debt by Chinese "loan-shaws." The natives are so short sighted as to borrow cash and goods beyond all possibility of repayment, and to advance this amount, payment of which he afterwards exacts in jungle produce on which he makes almost 100 per cent; and if the native fails to meet with misfortune he is instantly hauled up before the Magistrate.

## MODERN NEWSPAPER.

It is an axiom in the business world that new ideas can only be cultivated by strict adherence to the wishes and tastes of the people among whom the trade is to be developed. It is also a good rule in newspaper offices to be as indulgent to the wishes of the patrons of the paper as circumstances will permit. In making sundry modifications in the get-up of his paper to please his patrons, a European editor is allowed to have written as follows:—

"You have often complained to us, dear reader, and especially dear housewives, that our paper smells of printer's ink, and is therefore unsuitable for carrying butter, sausages and fresh bread. Eager to meet your wishes, dear friends and household fairies, we have decided to publish twice a week an issue which will be printed only on one side, so that the other will be available for these domestic uses. And we hope that you shall lose no reading matter, these particular numbers will be double the ordinary size."

## ADMIRAL ROZHDZESTVENSKY AT A LONDON BALL.

Admiral Rozhdzestvensky, on his first arrival in England as naval attaché to the Russian Embassy, a few years ago, was, says M.A.P., invited to a ball in his official capacity. Knowing nothing of his prospective host and looking out for the Russian Ambassador, who was also to be present. When the evening arrived, Admiral Rozhdzestvensky discovered that the name of the family and the number of the house; all that he could remember was the name of the square in which it stood. Nothing daunted, he told the lady to drive up to any house in that locality that was brightly illuminated. What was his consternation, however, when the cabman suddenly shouted through the trap-door: "I say, Ma'am, there's two houses it up; what's to be done?"

Rozhdzestvensky was for the moment non-plussed, then he decided to enter the nearest house and take the risks. A glance round, however, quickly convinced him that he had invaded the wrong hall-room, and he was about to beat a retreat when he was spoken to by a young lady, who imagined that she had met him before. The Admiral was convinced that she had not, but he thought it a chance to dissuade him so far, so he accepted the character she imposed on him. So pleasantly did the time pass by in her company that it was not until many hours later that Admiral Rozhdzestvensky reluctantly bade her farewell and crossed over to the other house. The first person he met on entering was his Ambassador.

## THE RUSSIAN BREACH IN CHINESE NEUTRALITY.

A Jiji telegram dated London, May 26th, says:—

The French Press comments uneasily on Mischchenko's raid.

St. Petersburg accounts locate Mischchenko's raid as in Mongolia.

It is suggested that the publication of the news has even been delayed for six days, till the Foreign Office publicly avowed the Russian intention of violating China's neutrality with a view of checking the Japanese flanking movement.

Hongkong, 5th June, 1905.

## THE "TRAVASCORE" ARRIVES.

Yesterday the sailing ship *Travascore* was safely towed in by the *Robert Cook*, which went to fetch her from Harlow Bay, where she had grounded after being got off Fokai Point. Her hull was not damaged much, beyond the "backing" of a few planks; but she had almost filled with water through the opened rivet holes and plates. A diver closed up the holes. It was not until after three return trips that the *Robert Cook* got all the water out, owing to accidents to gear.

## MUNICIPAL TRAMS BEST.

There is still time for Shanghai to peep at what follows:—The city of Chicago has lately elected a new mayor with socialist tendencies. One of his special hobbies is municipal ownership of tramways. Chicago has for some years owned its electric light system, in the operation of which handsome profits have been made for the city and cheaper service given the people than under the former private ownership. In connection with the proposed purchase and operation of the many tramway lines of the city, the Mayor-elect has called the city of Glasgow asking the loan of Mr. James Dalrymple, head of the Glasgow municipal tramways. The Corporation of Glasgow unanimously granted the request and Mr. Dalrymple leaves for America as soon as he can conclude important matters which he now has on hand. Glasgow is planning large extensions of the tramways and about fifty miles of the proposed new lines are being built, contested by private companies. At present there are 105 miles of track belonging to the Corporation of Glasgow. Mr. Dalrymple states that municipal ownership of the trams has reduced the fares in Glasgow to one penny for two and a third miles, besides increasing the wages of the 4,400 employees and decreasing the hours of labour. The overhead system of traction is employed, as in Hongkong.

## A JUIJITSU "EXPERT."

The *Daily Press* reviewer was sometime ago very severe about Mr. Hancock's pretensions to be a "Juijitsu" expert. Afterwards, the *Japan Chronicle* reviewer showed how glaring are the inaccuracies which this "popular" author has succeeded in palming off on the public as facts. The *Chronicle* recently comments: Our reviewer did not mention the following extract which is soberly quoted without comment in a Japanese publication as near Japan as the Straits Settlements. Here it is:—

"The Japanese woman has been taught that life is impossible without a sufficient supply of fresh air. In Japan there is little window-glass, and the native houses are of a kind that do not shut out the air, even during the sleep of winter. Water and the Japanese sleep rarely without a fan, and the Japanese have a very large glass in the construction of Japanese *shoji* than 'oiled' paper, but that is a detail. The remainder of this enlightening sentence would seem to prove that Mr. Hancock has never lived in Japan; if he did he must have gone about with his eyes shut and had forgotten all about the outer shutters of Japanese houses, and that they are invariably closed during the night, shutting out both light and air in winter and summer. It is hardly worth referring to, except to show what a blinding author, who writes to order, will put into print to make his sermon suit his text."

## A SENSATIONAL STORY.

The *Japan Chronicle*, which is responsible for the following comment and quotation, fails to notice that it was perhaps a plot to give the infant Grand Duke a Japanese bath.

The *Manila American*, which recently reassembled the *Benjamin Sennell* wreck on the Foran coast two years ago and published it as a telegram, still continues to keep the residents of Manila interested in foreign affairs. Here is one of the latest of its ventures in foreign news:—

San Francisco, 15th May.

A dastardly attempt has been made to torture and kill the infant heir to the Russian throne. That it was not successful is due to the watchful care of the Empress.

The child was taken by its nurse to be bathed, and the woman was in the act of thrusting the tiny body into a tub of boiling water when the Empress appeared on the scene. Seeing the steam rising from the bath tub, she rushed to the child and snatched it from the arms of the nurse and ran from the room calling for help. Instantly the greatest excitement prevailed and a rumour spread throughout the city that the Tsarevitch had been killed. The nurse was arrested and all the household servants in the palace have been dismissed. The police are making searching investigations, and the nurse is reported to have confessed that the attempted killing was the result of a plot in which she was to play the principal part. Many arrests have been made and several prominent officials are believed to be involved.

## THE NIPPON YUSEN KAISHA FLEET.

## PROBABLE NEW LOAN.

Since the beginning of the war the Nippon Yusen Kaisha has lost eleven vessels, aggregating \$2,372 tons. These vessels have been lost in the Government service, sunk at Port Arthur, etc., or sunk by the Russians when acting as transports. In order to maintain their services, which run under contract with the Japanese Government, the fleet will have to be renewed, and as the compensation paid to the company by the Government in respect of the steamers lost is insufficient to build the new vessels required, the company will probably have recourse to a loan. The means for raising the money are not, however, yet decided upon.—*Chronicle*.

Hongkong, 5th June, 1905.

## TRADE MARK.

LAUBENHEIMER...

GRAACHER ...

NIERSTEINER ...

HOCHHEIMER ...

LIEBFRÄUMLICH ...

CALIFORNIA RIESLING ...

Do HOCK ...

WHITE WINES

GRAVES ...

Do "Superieur" ...

SAUTERNE ...

Do "Superieur" ...

Do HAUT ...

Do HAUT (Hammper) ...

Ch. Yquem, 1894 Vintage ...

## H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL.

## SKIN-TORTURED BABIES

And Tired, Fretted Mothers



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PANGS, Codes: A.B.C., 5th St. Lieber's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

A. S. WATSON &amp; CO., LIMITED.

ON MONDAY, 12th JUNE, the following hours of business will be observed in all departments:

10 A.M. to 1 P.M.  
A. S. WATSON & CO., LD.  
Hongkong, 10th June, 1905. [1420]

## TO LET.

UNFURNISHED at No. 31, CAINE ROAD. (Possession 1st October, 1905) SIX ROOMED HOUSE and Garden. Healthy locality. Three storied building. View of Harbour.

Immediate possession, GROUND FLOOR only No. 36, and No. 40, ELGIN STREET.

Apply to—  
DARTY & CO.  
Top Floor No. 19, Queen's Road Central.  
Hongkong, 10th June, 1905. [1421]

IT IS HEREBY NOTIFIED that the QUEEN'S RECREATION GROUND will be CLOSED for repairs on the 19th inst., and until further notice.

By Order,  
W. CHATHAM,  
Director of Public Works.  
Hongkong, 10th June, 1905. [1422]

## NAVY CONTRACTS, 1905-1906.

SEALED TENDERS, in duplicate, will be received by VICTUALLING STORE OFFICER, H. M. VICTUALLING YARD, HONGKONG, until NOON, on TUESDAY, 1st AUGUST, 1905, for the supply of CEYLON TEA for the use of H. M. Navy on the China Station.

Forms of Ten or further particulars can be obtained on application.

Samples should accompany Tenders.

The right to reject the least or any Tender is reserved.

VICTUALLING STORE OFFICER,  
H. M. Victualling Yard,  
Hongkong, 10th June, 1905. [1423]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, 21st June, 1905, at 11 A.M. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1905, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, 17th to WEDNESDAY, 21st June, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers,  
Hongkong, 10th June, 1905. [1424]

CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the above named Company will be held in the COMPANY'S OFFICES, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, 21st June, 1905, at a quarter past eleven o'clock A.M. when the subject of the Resolution will be proposed.

Should the Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened, and in the event of its being confirmed the Shares will be offered to Shareholders on the Register on the Eighth day of July, in proportion to their then holdings, and all shares not applied for by Shareholders will be disposed of by the General Managers in accordance with Article 8 paragraph 2 of the Company's Articles of Association.

RESOLUTION.—That the Capital of the Company be increased to \$500,000 by the creation of 20,000 new shares of \$1000 each.

Hongkong, 10th June, 1905. [1425]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

on FRIDAY AND SATURDAY, the 16th and 17th JUNE, 1905, commencing each day at 2.30 p.m. sharp, at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street).

A VERY FINE COLLECTION OF JAPANESE CURIOUS AND WORKS OF ART.

Comprising:—  
SILK EMBROIDERED PALACE and TEMPLE HANGINGS, BED COVERS, CUSHIONS, VERY FINE SATSUMA TEA SETS, VASES, WALL PLATES, INCENSE BURNERS, BRONZE and BRASS VASES, SILK EMBROIDERED SCREENS, GOLD and SILVER CLOISONNE WARE, IVORY CARVINGS, GOLD LACQUERED CABINET, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 10th June, 1905. [1426]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship

"EMMA LUKEN,"  
Captain Martens, will be despatched for the above port TO-MORROW, 11th inst., at 9 A.M.

For Freight or Passage, apply to  
DOUGLAS LAURA & CO.,  
General Managers.  
Hongkong, 9th June, 1905. [1418]

## NEW ADVERTISEMENTS

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"JAVA."

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—  
From London, &c., ex ss. Arabia.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. To-day.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 9th June, 1905. [1]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 11th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 10th June.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undischarged after the 10th June will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th June, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 9th June, 1905. [9-10]

INTIMATIONS.  
BANK HOLIDAY.

THE EXCHANGE BANKS will be CLOSED for the transaction of Public Business on MONDAY, the 12th inst.

"WHIT MONDAY."  
Hongkong, 8th June, 1905. [1404]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the transaction of Public Business on WHIT MONDAY, the 12th inst.

By Order,  
J. E. RINGHAM,  
Hongkong, 9th June, 1905. [1416]

NOTICE.

HOTEL AMERICA has been SOLD and will be known hereafter as "HOTEL BALTIMORE." This Hotel is being thoroughly renovated, and will be conducted strictly as a first class Hotel in every respect.

For accommodation apply to the MANAGERESS.

Hongkong, 6th June, 1905. [1385]

FOR SALE.

A MOTOR LAUNCH fitted with a 10 B. H. P. GARDNER KEROSENE MOTOR—electric ignition. Gains reversible propeller. Fast, roomy and very economical. Fuel any petroleum.

Inspection and Trial by appointment.

For Particulars apply—  
J. W. KEW,  
Care of Steam Water Boat Co.,  
Hongkong.  
Hongkong, 5th June, 1905. [1374]

WANTED.

A FIRST CLASS CHINESE CLERK.

Apply to—  
ARRATON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, 8th June, 1905. [1405]

SITUATION WANTED.

By an EXPERT TYPEWRITER, age 21, apply by letter stating terms or salary to "TYPEST."

Care of Daily Press Office.  
Hongkong, 5th June, 1905. [1372]

SITUATION WANTED.

ADVERTISER, age 34, desires a position as GENERAL OFFICE ASSISTANT, has a thorough knowledge of Bookkeeping and Accounts, and Typewriting; can also speak the Cantonese dialect fluently.

Apply by letter to—  
ENGLISHMAN,  
Care of Daily Press Office.  
Hongkong, 30th May, 1905. [1327]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady, B. R.

Care of Office of this Paper.  
Hongkong, 17th May, 1905. [1222]

RUINART PERE & FILS, REIMS.

Established 1719, —  
CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1905. [1231]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions

to Sell by Public Auction,

TO-DAY (SATURDAY),

the 10th JUNE, 1905, at 2.30 P.M., at his

SALES ROOMS, Queen's Road,

SUNDRY HOUSEHOLD FURNITURE,

CANTON BLACKWOOD TABLES,

CHAIRS, &amp;c.

TAPESTRY COVERED DRAWING-ROOM SUITE, CROCKERY, GLASS,

and PLATED WARE.

LARGE COOKING STOVES, PIANO,

&amp;c., &amp;c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,  
Auctioneer.

Hongkong, 8th June, 1905. [1410]

## PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have

received instructions to sell by Public

Action on

TUESDAY,

the 13th day of June, 1905, at 3 P.M., at their

SALES ROOMS.

The following VALUABLE LEASEHOLD

PROPERTY situated at Victoria in the Colony

of Hongkong, viz:—

All that piece or parcel of ground situate at

Victoria aforesaid registered in the Land

Office as Inland Lot No. 609 B, area 37,935

square feet, hereinafter called "Lot 609 B,"

Annul Crown Rent \$74.40, together

with the Messuage, thereon known as

"Greenmount" Bonham Road, Victoria

aforesaid.

For further Particulars and Conditions of

Sale apply to

Messrs. JOHNSON, STOKES & MASTER,  
Vendor's Solicitors

or

Messrs. HUGHES & HOUGH,  
Auctioneers.

Hongkong, 15th May, 1905. [1320]

## PUBLIC AUCTION.

THE Undersigned have received instruction

to Sell by Public Auction,

on

WEDNESDAY,

14th JUNE, 1905, at 3 p.m., on board

H. M. Survey Ship "HUMBER."

Extremes length ... 245' 3"

breadth ... 27' 8"

Displacement ... 1,640 tons

Horse Power ... 890

Engines—Eagle's compound Surface Con-

densing.

Boilers—Two double ended cylindrical

return tubular, land on safety valves 70 lbs.

Condensers—1 Kirkaldy and 1 Normandy

single, distilling 1,500 and 2,400 galls

of water 24 hours respectively.

To be sold as the now lies in Hongkong

Harbour with all fittings, stores, &amp;c., on board,

including about 110 tons of coal, Anchors and

Cable.

A list of fittings to be sold with the ship

may be seen at the Office of the Naval Store

Officer, H. M. Naval Yard, and of the Auction-

eers; also on board.

The Admiralty will not be responsible for

any errors in description of ship, fittings,

stores, &amp;c.

The Vessel will be open to inspection for

seven days before date of sale, between 10 a.m.

and noon, and 2 and 4 p.m. (Saturday and

Sunday excepted).

Inspection orders can be obtained from the

Auctioneers.

TERMS—Cash before delivery, 25 per cent.

of the purchase money to be paid in advance

effected within SEVEN DAYS after the date

of sale.

Further special conditions may be obtained

on application to the Auctioneers.

HUGHES & HOUGH,  
Auctioneers to the Government.

Hongkong, 31st May, 1905. [1344]

## PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by Public Auction,

on

FRIDAY,

## PUBLIC COMPANIES

## HONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL

MEETING of the above named Company will

be held at the Registered Office of the Com-

pany, Alexandra Buildings, on TUESDAY,

the 13th inst., at 12.30 P.M., when the sub-

ject of Resolutions which were passed at an

Ordinary Meeting of the Company, held

on Sunday, 3rd of June, 1905, will be sub-

mitted for confirmation as Special Resolutions.

RESOLUTIONS.

That it is desirable that the Company

may be dissolved and that it be wound up

voluntarily.

That the General Managers be and they

are hereby appointed Liquidators.

That the Liquidators be and they are

hereby authorised to consent to the registra-

tion of a New Company to be named the

"PEAK TRAMWAYS COMPANY,"

LIMITED, with a Memorandum and

Articles of Association which have been

prepared with the approval of the Com-

panying Committee of the Company.

That the Liquidators be empowered to

sell to the "PEAK TRAMWAYS COM-

PANY, LIMITED," the undertaking

of this Company at the price of

\$200 per share either in cash or shares of

the "PEAK TRAMWAYS COMPANY,"

LIMITED, at the option of

Shareholders of this Company and to

enter into all necessary Agreements to

that effect.

JOHN D. HUMPHREYS & SON,  
General Managers.

Dated 5th June, 1905. [1386]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

SHARE CERTIFICATES Nos. 229/230;

370/380; 505/511; 529/536/539 and 1224

for shares Nos. 9101/9150; 9201/9223; 9251/9273;

16198/16235; 16729/16833; 27424/27508;

37633/37777 and 70401/71175 standing in the

Register in the name of LI SING HING, being

lost, NOTICE IS HEREBY GIVEN that

the said Certificates are produced at the

Office of the Company, St. George's Build-

ing, before the 23rd day of June, 1905, NEW

CERTIFICATES for the said shares will

be issued to the owner and the Old Certificates

will thereafter be held by the Company as

null and void.

Dated this 23rd day of May, 1905.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 24th May, 1904. [1387]

## THE HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that

SCRIP CERTIFICATE No. 6623

issued 23rd December, 1901, for One Hundred

and Fifty Shares, numbered 37331/37370,

506/515, 5316/5345, 25566/25615 of this Com-

pany, in the name of TONG SHOU KIANG,

of Hankow, and that SCRIP CERTIFICATE

No. 6627 issued 23rd December, 1901, for One

Hundred and Fifty Shares, numbered

34239







## SHIPPING.

## ARRIVALS.

CALLAO, American grainboat, 9th June.—from Canton.  
 DEYAWONGSE, German str., 1,056, L. Gschlen, 9th June.—Bangkok 30th May, Rice.—Butterfield & Swire.  
 EASTERN, British str., 3,580, W. Ellis, 9th June.—Kobe 3rd June, General.—Gibb, Livingston & Co.  
 FAUSANG, British str., 1,410, T. A. Mitchell, 8th June.—Wuhu 2nd June, Rice.—Jardine, Matheson & Co.  
 FOCHOW, British steamer, 9th June.—from Canton.  
 HATANG, British str., 2,180, Peters, 9th June.—Moji 3rd June, Coal.—Mitsui Bussan Kaisha.  
 HEDWIG, MENZEL, German steamer, 180, C. Schonberg, 8th June.—Wuhu 3rd June, Rice.—Sander, Wieler & Co.  
 INDIAHIDE, British str., 3,457, Easterbrook, 8th June.—Newcastle via Sydney 19th May, Coal.—Shewan, Tomes & Co.  
 JAV, British str., 2,431, S. Barcham, 9th June.—London 29th April, General.—P. & O. S. N. Co.  
 NUBIA, German str., 2,665, G. Habel, 9th June.—Amoy 7th June, General.—Hamburg-Amerika Linie.  
 PAOVING, British str., 1,056, H. Warrell, 8th June.—Amoy 7th June, General.—Butterfield & Swire.  
 PROMETHEUS, British str., 3,585, Geo. Moir, 9th June.—Liverpool 2nd June, General.—Butterfield & Swire.  
 TEAK, British str., 1,346, W. B. Brown, 9th June.—Manila 6th June, General.—Butterfield & Swire.  
 TRAVANCORE, British str., 1,909, Chamberlain, 8th June.—towed from Harbin Bay by tug Robert Cook.  
 TIENTSIN, German str., 1,002, O. Kock, 8th June.—Bangkok 2nd June, Rice and General.—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
 9th June.  
 Ambria, German str., for Shanghai.  
 Faung, British str., for Canton.  
 Helene, German str., for Swatow.  
 Paojing, British str., for Shanghai.  
 Pongchee, British str., for Sourabaya.  
 Pronechee, British str., for Shanghai.

## DEPARTURES.

9th June.  
 ALBATE, British str., for Sourabaya.  
 ARAGONIA, German str., for Portland.  
 BONAVENTURE, British str., for Shanghai.  
 CHITERS, Chinese str., for Shanghai.  
 GLORY, British battleship, for Weihaiwei.  
 HACHINGO, British str., for Coast Ports.  
 HOGUE, British cruiser, for Weihaiwei.  
 LADAN, British str., for Kobe.  
 KINTUCK, British str., for London.  
 LYDIA, German str., for Shanghai.  
 OHLAND, Norwegian str., for Kobe.  
 ONSA, U. Norwegian str., for Karsten.  
 PETRARICH, German str., for Hongkong.  
 PRONTO, Norwegian str., for Canton.  
 ROYALIST, British str., for Canton.  
 SAMNEN, German str., for Bangkok.  
 SIGNAL, German str., for Heilow.  
 SITHONIA, German str., for Tsingtau.  
 YUENFANG, British str., for Manila.  
 ZWERBA, British str., for Shanghai.

## SHIPPING-REPORTS.

The British str. *Faung* reports: Moderate S.W. wind and fine weather to arrive.  
 The British str. *Promethee* reports: Light to moderate S.W. wind, fine and clear weather. The German str. *Nubia* reports: Most partly foggy weather, moderate sea and S.W. wind.  
 The British str. *Fausang* reports: Moderate S.W. wind with high swell, fog, and thick rain weather throughout.  
 The British str. *Indra* reports: Experienced light weather, fresh S.W. monsoon, and dull rainy weather on approaching Hongkong. Nothing worthy of note occurred on voyage.  
 The British str. *Tean* reports: Moderate to heavy monsoon, fine weather but heavy rain, and squally weather as came north, smooth sea and light swell. Passed a Russian Volunteer cruiser.  
 The German str. *Tientsin* reports: In the Gulf of Siam and on the coast of Cochin China met light and moderate southerly and westerly winds and sea. From Cape Padaran to Jap Rock light and moderate south-westerly and southerly winds and sea.  
 The British str. *Eastern* reports: Experienced light variable winds from Kobe to Nanki, with frequent squalls of thick fog, necessitating the ship going at a considerably reduced speed. After entering the Formosa Channel experienced a moderate S.W. wind, overcast at intervals and clear.

## VESSELS IN DOCK.

9th June.  
 ABERDEEN DOCKS.—City of Birmingham, Bedford, Adonator, Travincore.  
 COSMOPOLITAN DOCK.—A. Rickmers.

## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 (Calling at Timor, Port Darwin and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
 THE Steamship

"EASTERN."  
 Captain Ellis, will be despatched for the above ports TO-DAY, the 10th June, at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, tea, &c., throughout the voyage.  
 The Steamer is installed throughout with the Electric Light.  
 A duly qualified Surgeon and Stewardess are carried.  
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO., Agents.  
 Hongkong, 9th May, 1905. 1171

FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.  
 THE Bucknall Line Steamship  
 "BANTU."  
 Captain Wooster, will be despatched as above TO-MORROW, the 11th inst., at 4 P.M.  
 For Freight, apply to  
 NIPPON YUSEN KAISHA, Agents.  
 Hongkong, 1st June, 1905. 1351

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from the K. nearest Hongkong H. midway between Hongkong and Kowloon M, and thence to the Naval Yard. 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to the Kowloon Naval Yard. 3. From Naval Yard to East Point. 4. From East Point to the Kowloon Naval Yard.

DESTINATION	VESSEL'S NAME	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	BENGAL	Brit. str.	G. Philip	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	PALESTINE	Brit. str.	E. C. A.	P. & O. S. N. Co.	About 27th inst.
LONDON, AMSTERDAM & ANTWERP	HYSON	Brit. str.		BUTTERFIELD & SWIRE	On 4th July.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.		BUTTERFIELD & SWIRE	On 18th July.
LONDON, AMSTERDAM & ANTWERP	AXIA	Brit. str.		BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP	IDOMENEUS	Brit. str.		BUTTERFIELD & SWIRE	On 15th Aug.
AMSTERDAM, LONDON & ANTWERP	CALCHAS	Brit. str.		BUTTERFIELD & SWIRE	On 20th inst.
MARSEILLES, LONDON & ANTWERP, &c.	DASTU	Brit. str.		NIPPON YUSEN KAISHA	On 13th inst., at 4 P.M.
MARSEILLES, &c., VIA PORTS OF CALL.	POLYTESION	Brit. str.		MESSAGERIES MARITIMES	On 21st inst., at Noon.
BREMEN, VIA PORTS OF CALL.	ZIKTEN	Brit. str.		MELCHERS & CO.	On 17th inst.
HAVRE, DUNKIRK, BREMEN & HAMBURG	C. FERD. LAEISZ	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.		HAMBURG-AMERIKA LINIE	On 12th July.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 26th July.
HAVRE & HAMBURG VIA STRAITS, &c.	ACILIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	On 10th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBIA	Ger. str.	Sachs	SANDER, WIELER & CO.	On 29th inst., P.M.
TRIESTE, &c., VIA SINGAPORE, &c.	NIPPON	Aus. str.	Soich	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	DEUCALION	Brit. str.		BUTTERFIELD & SWIRE	On 20th July.
GENOA, MARSEILLES & LIVERPOOL	TYRACHUS	Brit. str.		BUTTERFIELD & SWIRE	On 20th Aug.
NEW YORK VIA PORTS & SUEZ CANAL	STENO	Brit. str.		BUTTERFIELD & SWIRE	On 15th inst.
NEW YORK VIA PORTS & SUEZ CANAL	NORDPOL	Brit. str.		SHEWAN, TOMES & CO.	About 27th inst.
NEW YORK VIA PORTS & SUEZ CANAL	MONTROSE	Brit. str.		DODWELL & CO., LTD.	Early in July.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	KENNEDY	Brit. str.		STANDARD OIL CO.	On 21st inst.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.		CANADIAN PACIFIC R. CO.	On 5th July.
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN	TARTAR	Brit. str.		BUTTERFIELD & SWIRE	On 14th inst.
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN	YANGTZE	Brit. str.		DODWELL & CO., LIMITED	On 30th inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	PLEIADES	Am. str.	Wagner	PORTLAND & ASTORIA S.S. CO.	On 28th inst., at Daylight.
SEATTLE, VIA SHANGHAI & JAPAN	NIMROD	Am. str.	J. H. Rinder	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
AUSTRALIAN PORTS VIA TIMOR	MINNESOTA	Am. str.	Ellis	GIBB, LIVINGSTON & CO.	On 13th inst.
AUSTRALIAN PORTS VIA MANILA, &c.	CHANGSHA	Ger. str.	Oebener	BUTTERFIELD & SWIRE	On 27th inst., at Noon.
AUSTRALIAN PORTS	WILLEHAD	Ger. str.	S. Barcham	MELCHERS & CO.	To-morrow, at Daylight.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	JAVA	Brit. str.		JARDINE, MATHESON & CO.	On 14th inst., at 3 P.M.
TIENTSIN	WOSANG	Brit. str.		JARDINE, MATHESON & CO.	To-morrow, at Daylight.
SHANGHAI VIA SWATOW	LOKSANG	Brit. str.		BUTTERFIELD & SWIRE	On 12th inst.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	KUANG	Brit. str.		OSAKA SHOSHEN KAISHA	On 13th inst.
SHANGHAI	CHINA JESSEN	Ger. str.		BUTTERFIELD & SWIRE	On 14th inst., at 3 P.M.
SHANGHAI	YOUNG	Brit. str.		JARDINE, MATHESON & CO.	About 15th inst.
SHANGHAI	KWONGSANG	Brit. str.		P. & O. S. N. Co.	To-morrow.
TAMSUI VIA SWATOW & AMOY	PROTEUS	Brit. str.		OSAKA SHOSHEN KAISHA	On 19th inst.
TAMSUI VIA SWATOW & AMOY	FRITHOF	Ger. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 14th inst.
ANPING VIA SWATOW & AMOY	PROMISE	Ger. str.	Thorstensen	BUTTERFIELD & SWIRE	To-day.
ANMOY & SHANGHAI	FOCHOW	Brit. str.		DODWELL & CO.	To-morrow, at 9 A.M.
SWATOW	EMMA LUYKEN	Brit. str.	Martens	BUTTERFIELD & SWIRE	On 20th inst.
SWATOW, WUHAWEI, CHEFOO & TIENTSIN	CHIEH	Brit. str.		SHEWAN, TOMES & CO.	To-day, at Noon.
MANILA	ZAFIRO	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	On 13th inst.
MANILA	TEAN	Brit. str.		JARDINE, MATHESON & CO.	On 16th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.		SHEWAN, TOMES & CO.	On 17th inst., at Noon.
MANILA	RUBI	Brit. str.	A. H. Netley	BUTTERFIELD & SWIRE	On 22nd inst.
CEBU & ILOILO	KAIPOO	Brit. str.		JARDINE, MATHESON & CO.	On 13th inst., at 3 P.M.
SOURABAYA & SAMARANG	CHUNANG	Brit. str.		JARDINE, MATHESON & CO.	On 14th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KAMANG	Brit. str.		CARLOWITZ & CO.	To-day, at Noon.
EMBAY VIA SINGAPORE & PENANG	CHAP	Brit. str.	Belito	JAVA-CHINA JAPAN LIGN	Quick despatch.
JAVA PORTS	TIJAH	Dut. str.			

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)  
 FOR SHANGHAI VIA SWATOW "LOKSANG" Sunday, 11th June 11th light.  
 SOURABAYA and SAMARANG "CHUNANG" Tuesday, 13th June 3 P.M.  
 SINGAPORE, PENANG & CALCUTTA "NAMSANG" Wednesday, 14th June Noon.  
 TIENTSIN "WOSANG" Wednesday, 14th June 3 P.M.  
 SHANGHAI "KWONGSANG" Thursday, 15th June 3 P.M.  
 MANILA "LOONGSANG" Friday, 16th June 3 P.M.  
 \* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Port.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & CO., GENERAL MANAGERS.  
 Hongkong, 9th June, 1905. 13

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 10th June, Noon.
RUBI	2540	A. H. Netley	Manila.	Sat., 17th June, Noon.

For Freight or Passage apply to  
 SHEWAN, TOMES & CO., GENERAL MANAGERS.  
 Hongkong, 5th June, 1905. 115

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY  
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).  
 S.S. "NORDPOL" ... On 15th June.  
 S.S. "INDRAWADI" ... On 25th July.  
 For freight and further information apply to  
 SHEWAN TOMES & CO., GENERAL AGENTS.  
 Hongkong, 18th May, 1905. 1004

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, LONDON, GERMANY, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
 SUBJECT TO ALTERATION.  
 STEAMERS DESTINATIONS SAILING DATES.  
 C. FERD. LAEISZ (Capt. von Hoff) HAMBURG ... On 17th June. Freight.  
 BRISGAVIA (Capt. Kass) HAVRE, ANTWERP & HAMBURG ... On 30th June. Freight.  
 SITHONIA (Capt. Hildebrandt) HAVRE & HAMBURG ... On 12th July. Freight.  
 ACILIA (Capt. Schulke) HAVRE & HAMBURG ... On 26th July. Freight.  
 ALEBIA (Capt. Sachs) HAVRE & HAMBURG ... On 10th Aug. Freight.  
 \* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amidships. Lighted throughout by electricity.  
 For Further Particulars, apply to  
 HAMBURG-AMERIKA LINIE.  
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.  
 The following chartered steamers will run at intervals of about 3 weeks:—  
 S.S. "LOTHIAN" ... Captain J. C. Williamson.  
 S.S. "INDRAVELLI" ... Captain S. Callington.  
 S.S. "COURTFIELD" ... Captain J. W. Martin.  
 S.S. "ORANLEY" ... Captain W. E. Steele.  
 S.S. "IKBAL" ... Captain M. Robertson.  
 S.S. "ASCO" ... Captain C. E. Cox.  
 S.S. "SKIL" ... Captain J. Rowley.  
 S.S. "TINKLA" ... Captain Dean.  
 S.S. "KATHERINE PARK" ... Captain Copp.  
 For Freight, apply to  
 GIBB, LIVINGSTON & CO., AGENTS.  
 Hongkong, 10th February, 1905. 19

## CANADIAN PACIFIC RAILWAY CO.'S.

ROYAL MAIL STEAMSHIP LINE.  
 THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons. ... WEDNESDAY, 21st June.  
 R.M.S. "TARTAR" ... 4,425 Tons. ... WEDNESDAY, 5th July.  
 R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons. ... WEDNESDAY, 12th July.  
 R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons. ... WEDNESDAY, 2nd Aug.  
 R.M.S. "ATHENIAN" ... 3,882 Tons. ... WEDNESDAY, 5th Aug.  
 Hongkong to London, 1st Class ... via St. Lawrence 250. via New York 282.  
 Intermediate rates, affording superior accommodation for that class.  
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
 D. E. BROWN, General Agent, 9, Fender Street.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually makes the voyage YOKOHAMA & VANCOUR (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only. Intermediate rates, affording superior accommodation for that class.  
 Passengers Booked through to all principal points and AROUND THE WORLD.  
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.  
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
 D. E. BROWN, General Agent, 9, Fender Street.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.  
 PROPOSED SAILINGS FROM HONGKONG FOR  
 VICTORIA B.C. AND TACOMA  
 VIA  
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Purinton	Friday, June 30th
SHAWMUT	9,606	E. V. Roberts	Wednesday, July 12th
TREMONT	9,606	T. W. Garlick	Tuesday, August 8th

\* Cargo only.  
 CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.  
 The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
 For further information apply to—  
 DODWELL & CO., LIMITED, GENERAL AGENTS.  
 QUEEN'S BUILDINGS, Hongkong, 9th May, 1905. 7

## VESSELS ON THE BERTH

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubaltino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.  
 Having connection with Company's Mail Steamers to ADEEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE, to Trieste, all MEDITERRANEAN, ADRIATIC, and BALTIC PORTS up to CAEN, SOUTH AMERICAN PORTS up to CAEN, GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"CAPRI."  
 Captain Belsito, will be despatched as above TO-DAY, the 10th inst., at Noon.  
 At Bombay the Steamer is discharging in Victoria Dock.  
 For further particulars regarding Freight and Passage, apply to  
 CARLOWITZ & CO., Agents.  
 Hongkong, 7th June, 1905. 14

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEEN, EGYPT, MARSHELLS, LONDON, HAVRE, BORNEO, MEDITERRANEAN AND BLACK SEA PORTS.

## THE Steamship

"POLYNESIE."  
 Captain Broe, will be despatched for MARSEILLES on TUESDAY, the 13th June, at 1 P.M.  
 Passage tickets and through Bills of Lading issued for above ports.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "CALEDONIE" ... 27th June.  
 S.S. "OCEANIE" ... 15th July.  
 S.S. "TOURANE" ... 25th July.  
 G. DE CHAMPEAUX, Agent.  
 Hongkong, 31st May, 1905. 12

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

## VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST).  
 PROPOSED SAILINGS FROM HONGKONG.  
 1905. About  
 "MONTROSE" ... 27th June.  
 "ST. HUGO" ... 15th July.  
 "SHIMOSA" ... to follow.  
 For Freight and further information, apply to  
 DODWELL & CO., LD., Agents.  
 Hongkong, 9th June, 1905. 1283

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
 DUTIME AND TRIESTE DIRECT.  
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEEN, SUEZ AND PORT SAID.  
 Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.  
 THE Company's Steamship  
 "NIPPON."  
 Captain Seich, will be despatched as above on THURSDAY, the 29th inst., P.M.  
 The steamer has accommodation for passengers, electric light and carries a doctor.  
 For information as to Passage and Freight, apply to  
 SANDER, WIELER & CO., Agents.  
 Hongkong, 2nd June, 1905. 15

## POSTPONEMENT.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

OWING to the Ship having met with an Accident the date of the departure of the s.s. "MARIA VALERIE" for Europe has been INDEFINITELY POSTPONED.  
 SANDER, WIELER & CO., Agents.  
 Hongkong, 29th May, 1905. 1321

## HONGKONG-MACAO LINE.

## S.S. "WING CHAI."

Captain T. Austin, R.N.R.  
 THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M., and on Sundays at 8.30 A.M.; Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 3.30 P.M.  
 Fares—(week days) 1st Class (including cabin and servant), Single 93, Return Ticket 85. 2nd Class 51. 3rd Class 50 cents.  
 Every Sunday will be on Excursion, at the following rates:  
 1st and 2nd Class, Single Ticket \$1, Return 50 cents, Steerage 10 cents.  
 Meals can be had on board.  
 Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.  
 On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.  
 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not return on the Monday, owing to the Boiler cleaning, due notice will be given by the following day.  
 The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.  
 MING ON & CO.  
 2nd Floor, 16, Victor Street.  
 Hongkong, 7th October, 1904. 21



# OCEAN STEAMSHIP COMPANY, LTD. AND CANAL MUTUAL STEAM NAVIGATION CO., LTD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"YANGTSE"	On 11th June.
GLASGOW AND LIVERPOOL	"OXFORD HALL"	On 15th June.
GLASGOW AND LIVERPOOL	"AJAX"	On 23rd June.
GLASGOW AND LIVERPOOL	"IDOMENEUS"	On 30th June.
GLASGOW AND LIVERPOOL	"STENTOR"	On 7th July.
GLASGOW AND LIVERPOOL	"PATROCLOS"	On 14th July.
GLASGOW AND LIVERPOOL	"KEEMUN"	On 18th July.
GLASGOW AND LIVERPOOL	"PAKLING"	On 18th July.
GLASGOW AND LIVERPOOL	"ACHILLES"	On 23rd July.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
GLA. MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and AVERP	"CALCHAS"	On 20th June.
LON. AMSTERDAM and AVERP	"HYSON"	On 4th July.
LON. AMSTERDAM and AVERP	"GLAUCUS"	On 18th July.
GLA. MARSEILLES and LIVERPOOL	"TELMACHUS"	On 20th July.
LON. AMSTERDAM and AVERP	"AJAX"	On 1st August.
LON. AMSTERDAM and AVERP	"IDOMENEUS"	On 15th August.
GLA. MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with  
THE NORTHERN PACIFIC RAILROAD CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA,  
EASTWARD.

FROM	STEAMERS	DUE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"YANGTSE"	On 14th June.
NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	On 18th July.

## WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"OANPA"	On 20th June.
	"TELMACHUS"	On 18th July.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. (9-10)

## CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
AMOI and SHANGHAI	"FOOCHOW"	On 10th June.
SHANGHAI	"KIANGSI"	On 12th June.
MANILA	"KIANGSI"	On 13th June.
MANILA, ZAMBOANGA, THURS ISLAND, COCKATON, CAGAYAN, TOWNVILLE, TRISLANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 13th June.
SHANGHAI	"YOHOW"	On 14th June.
SWATOW, WEIHAUWEL, CHEFOO, and TIENTSIN	"CHILILI"	On 20th June.
CEBU and LOILO	"KAPONG"	On 22nd June.

\* The attention of Passengers is directed to the superior accommodation offered by  
steamer, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified  
Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. (11)

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES	1905
ZIEFFEN	WEDNESDAY	21st June
DARMSTADT	WEDNESDAY	5th July
SACHSEN	WEDNESDAY	19th July
SCHARNHORN	WEDNESDAY	2nd August
PRINZ HEINRICH	WEDNESDAY	16th August
PRINZ EILFRIEDRICH	WEDNESDAY	30th August
PREUSSEN	WEDNESDAY	13th September
ROON	WEDNESDAY	27th September
BAYERN	WEDNESDAY	11th October
GNESSENAU	WEDNESDAY	25th October
PRINZESS ALICE	WEDNESDAY	8th November
SACHSEN	WEDNESDAY	22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

ON WEDNESDAY, the 21st day of JUNE, 1905, at Noon, the Steamer  
"ZIEFFEN," Captain J. Binzer, with MALE PASSENGERS, SPECIE, and  
CARGO, will leave this Port as above CALLING AT NAPLES and GENOA.

Shipping Orders will be granted all Noon, on MONDAY, the 19th June. Cargo and  
specie will be received on Board until 5 P.M., on TUESDAY, the 20th June. Parcels will  
be received at the Agents' Office until Noon, on TUESDAY, the 20th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2 50,  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.  
Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**

Hongkong, 8th June, 1905.

## PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO THE INLAND  
SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR  
OPERATING IN "OREGON RAILROAD & NAVIGATION CO."

CONNECTION WITH THE  
STEAMERS

TONS	CAPTAIN	TO SAIL AT DAYLIGHT ON
4,370	Wagner	June 26th, 1905.
4,370	Brehmer	July 16th, 1905.
4,483	Motzenbach	August 6th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
to or apply to  
**ALLAN CAMERON, GENERAL AGENT.**

Hongkong, 27th May, 1905.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI VIA SWATOW AND AMOI	"PROTEUS"	SUNDAY, 11th June.
SHANGHAI VIA SWATOW AMOY AND FOCHOW	"CLARA JEBSEN"	TUESDAY, 13th June.
ANPING VIA SWATOW AND AMOI	"PROMISE"	WEDNESDAY, 14th June.
TAMSUI VIA SWATOW AND AMOI	"FRITJOF"	SUNDAY, 18th June.

On account of the present state of political affairs, all the Company's new steamers have  
been requisitioned for transport service, and the above-named chartered steamers have been  
secured instead for maintenance of the Company's coastal services. As soon as the state of  
affairs permit, the Company will resume running with its specially designed new steamers.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8, Des Vaux Road Central.  
Hongkong, 9th June, 1905.

T. ARIMA, Manager.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA VIA SHANGHAI, MOI and KOBE	"S. Barcham"	Light, 11th June	Freight and Passage.
SHANGHAI	"SIMA"	About 15th June	Freight and Passage.
LONDON, &c.	"BENGAL"	Noon, 17th June	See Special Advertisement.

LONDON and ANTWERP  
VIA SINGAPORE, PENANG,  
COLOMBO, PORT SAID and  
MARSEILLES

For further Particulars, apply to—

L. S. LEWIS  
Acting Superintendent.

Hongkong, 8th June, 1905.

## VESSELS ON THE BERTH

### THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PRESIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

### THE Steamship

"BENGAL,"  
Captain G. Phillips, carrying His  
Majesty's Mails, will be despatched from this Port  
on SATURDAY, the 17th June,  
at Noon, taking passengers and cargo for the  
above ports in connection with the Company's  
s.s. "Britannia," 6,325 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.  
Silk and Valables, all cargo for France, and  
Tea for London (under arrangement), will be  
transhipped at Colombo into the mail steamer  
other cargo for London, &c., will be conveyed  
from Bombay by the R.M.S. "Caledonia," due  
in London on the 30th July, 1905.

Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to—

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 5th June, 1905.

## GREAT NORTHERN STEAMSHIP COMPANY.

Operating in conjunction with the  
GREAT NORTHERN and NORTHERN  
PACIFIC RAILWAY OF U.S.A.  
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(Passing through the INLAND SEA OF JAPAN.)

The Magnificent New Twin-Screw Steam-  
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Tons 20,713 Gross Reg. Captain J. H. Rinder,  
will sail on MONDAY, 19th June, at  
Noon, conveying Cargo to the Pacific Coast,  
United States and Canadian Overland Common  
Points; also Passengers to the United States,  
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This Steamer is luxuriously fitted with  
spacious SUITES and SPATEROOMS;  
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Special provision is made for the safe transit  
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For Freight or Passage, apply to  
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Hongkong, 27th May, 1905.

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FRIEDRICH WILHELMSHAFEN,  
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On TUESDAY, the 27th June, 1905, at Noon,  
the Steamship "WILLEHAD," Captain  
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Linen can be washed on board.

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OF LADING for all the principal ports in  
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A purely Veget-  
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a most agreeable  
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It is perfectly safe  
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It does not  
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